

**Amendments to the Specification**

Please replace paragraph [0023] with the following amended paragraph:

[0023] As best seen in FIG. 2, drive shaft assembly 16a includes a drive shaft 40 that extends through bearing assemblies 42a, 42b, 42c. A drive hub 44 having three protruding spokes is affixed to drive shaft 40 between bearing assemblies 42b, 42c. A lobed turning handle 46 is affixed to one end of drive shaft 40, and a universal joint 48 is affixed to the opposite end. A coupler 50 protrudes outwardly from lobed handle 46, and is affixed to the end of drive shaft 40 to hold lobe handle 46 in place on drive shaft 40. Coupler 50 further allows a crank or handle to be attached to the end of ~~driveshaft 42~~ drive shaft 40 in order to manually rotate it. While coupler 50 is shown as a hexagonal bolt, any coupling device known in the art may be used. Thus, drive shaft 40, drive hub 44, universal joint 48, lobed handle 46, and coupler 50 are fixedly connected together. While drive hub 44 is shown having three protruding spokes, various configurations having a greater or lesser number of protrusions or spokes are contemplated by the present invention. Similarly, as noted above, the structure and components of support frame 12 are exemplary only.

Please replace paragraph [0024] with the following amended paragraph:

[0024] Engagement mechanism 52 is operably connected to ~~linking mechanism chain~~18a, and is configured to allow coupling or de-coupling drive hub 44 to or from drive shaft 40. Engagement mechanism 52 comprises a drive sprocket 54a and an engagement pin 56. Drive sprocket 54a is rotatably mounted on driveshaft 40, and is captured on driveshaft 40 between bearing assembly 42c and drive hub 44. Engagement apertures 58 extending through the face of drive sprocket 54a are located at intervals around an inner circumference of the drive sprocket. Engagement pin 56 is sized to fit snugly within engagement apertures 58. A retaining collar 60 around drive shaft 40 is secured to engagement pin 56 via a flexible link 62. Collar 60 and flexible link 62 keep engagement pin 56 from being dropped or lost when it is not engaged within an engagement aperture 58. Collar 60, moveable along driveshaft 40, and flexible link 62 allow engagement pin 56 to be moved so that it can be placed into an engagement aperture 58 on drive sprocket 54a.

Please replace paragraph [0025] with the following amended paragraph:

[0025] Bearing assemblies 2a 42a, 42b, 42c, each comprise a bearing 64a, 64b, 64c, respectively, secured within a frame 66a, 66b, 66c, respectively. Bearing assemblies 42b, 42c are attached to the ends of telescoping arms 32, 34, respectively. Drive shaft assembly 16a extends through bearing assemblies 42a, 42b, 42c such that drive shaft assembly 16a is rotatably connected to the outer end of the support frame.

Please replace paragraph [0027] with the following amended paragraph:

[0027] A first chain 18a extends between first motor sprocket 72a to drive sprocket 54a at a first end of support frame 12, and a second chain 18b extends between second motor sprocket 72b to drive sprocket 54b at a second end of support frame 12. Each of the continuous chains 18a, 18b is routed so that it extends from the upper portion of the corresponding motor sprocket 72a, 72b at center portion 20 of support frame 12 to and around the corresponding drive sprocket 54a, 54b at the corresponding end of support frame 12, then extends back to and around motor sprocket 72a, 72b. The chain 18a, 18b returning to motor sprocket 72a, 72b is routed over the corresponding inner support arm 28a, 28b so that it contacts the support arm, providing tension to the chain and preventing it from disengaging from the sprockets. Thus, chains ~~718~~ 18a, 18b act as linking mechanisms between motor assembly 14 and drive shaft assemblies 16a and 16b via motor sprockets 72a, 72b, respectively, and the drive sprockets 54a, 54b.